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INFORMATION REPORT

CD NO.

COUNTRY

Rumania/Albania/USSR

CONFIDENTIAL

14 MAR 51 DATE DISTR

BUBJECT

Rumanian Merchant Marine

NO. OF PAGES

PLACE ACQUIRED

DATE OF

INFO.

25X1A

NO. OF ENCLS.

SUPPLEMENT TO REPORT NO.

25X1X

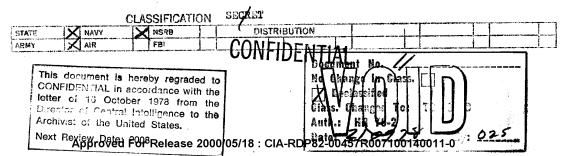
The following vessels belonging to Sovromtransport are

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- a. SS ADELE, Cartain Ovidiu Cernatescu. This vessel is presently under repair at Constanta,
- b. MS FREDERICK ENGELS, 5,000 tons, Captain is Virgil Cheorghiu, with crew of 37-40 men. Vessel is loading 5,000 tons of wheat and sumphuric acid for Durres.
- c. SE PLEHANOV, Captain Popescu.
- d. MS TRANSYLVANIA, Captain Titu Stanesou, cruising speed 18.5 knots, maximum speed 22 knots. This vessel was built in Copenhagen in 1938.
- 9. MS SULINA, 800 tons, crew of approximately twenty men. The SULINA was built at Turnu Severin in 1950. During November 1950 a cylinder block cracked and the crew was immediately changed.
- T. MS CONSTANTA, 800 tons, Captain Micolau. This vessel was built at Budapest.
- g. HS NIDIA, 600 tons, with crow of 20 men. This vessel, which was built at Turnu Severin in 1950, struck an underwater rock in Sulina Harbor and is now under repair.
- h. MS HAHGALIA, 800 tons, crew of approximately twenty men. This vessel was built at Budapest in 1950.
- i. SS DIMITROV, formerly the HAARLEM under the Dutch flag.

The SULINA, CONSTANTA, HIDIA, and HANGALIA operate only in the Black Sea since they have not received a Lloyds' certificate of seaworthiness.

2. The SS PLEMANOV is used principally for runs between Soviet Black Sea ports and Albania. During the past six months the SS ADELE has plied between Soviet Black Sea ports and Albania, but on her last voyage transported grain to Sueden. The MS FREDERICK E.GELS sails between Constants and Morthern European and Baltic ports and between Soviet Black Sea and northern ports.



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The SS DIMITROV, carrying wheat to Alexandria Egypt, from France, spent one month in Alexandria harbor because of congested conditions. This vessel then proceeded to Constanta, loaded 5,000 tons of corn for Egypt, and returned to Alexandria, where it spent two months because of congestion and boiler repairs. Carrying 3,000 tons of wheat and 2,000 tons of special coment, the DIMITROV left Constanta on 1 December 1950 and arrived at Durres on 6 December. Cement carried by the DIMITROV on this trip was the type that binds in winter weather. On its latest trip the DIMITROV sailed directly to Famagusta, Cyprus from Constanta, thereafter calling at Haifa, Durres and unspecified Soviet Black Sea ports. During the spring of 1950 MS TRANSYLVANIA made a direct run between Constanta and Gdynia, carrying approximately fifteen hundred wounded Greek partisans and members of the Central Committie of the Greek Communist Party. At the present time the TRANSYLVANIA is transporting Jewish immigrants from Rumania to Israel.

3. The following officials of Sovromtransport are identifieds

Director-General, Evdo Kh.or, Soviet citizen; Director of Mavigation, Gutkin, Soviet citizen; Director of Mireless, Mibinov, Soviet citizen; Reginal Director at Constanta, Sinz, Soviet citizen, frequently on leave.

Soviet officials who go on leave usually do not return to their posts. All higher ranking employees are Soviet citizens; their deputies are Rumanians. However ranking personnel are partly Soviet and partly Rumanian.

- 4. Three cases of sabotage have occurred on the DEMITROV:
 - At an unspecified date, 2,000 kilograms of lubricating oil contained in ten barrels were put on board in Constanta. Six or seven of these barrels were found to contain water. Some employees of the Sovromtransport fuel depot in Constanta were thereafter arrested.
 - b. Acid containers for the ship's refrigerator system which had been shipped to Constants from Ploesti were found to contain only compressed air. Approximately three hundred kilograms of meat spoiled and was thrown overboard.
 - c. When the DHAITROV left Durres after unloading the special cement and wheat in December 1950, a strong deviation in the compass was discovered to have been caused by two iron bars placed on either side at a distance of 1.5 to 2 meters.

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